In the Claims:

1. (Currently Amended) A process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer and~~,~~ a NO_X abatement system as ~~optionally,~~ an exhaust gas aftertreater, wherein:

(a) a mixture of a first fuel and air, wherein the first fuel comprises Fischer-Tropsch derived fuel, is introduced in the combustion chamber of the engine;

(b) exhaust gas is discharged from the engine ~~and optionally partly recirculated to the combustion chamber of the engine~~;

(c) a second fuel and oxygen and/or steam are supplied to the catalytic partial oxidation reformer to produce synthesis gas, wherein the second fuel comprises Fischer-Tropsch derived fuel; and

(d) the non-recirculated part of the exhaust gas and at least part of the synthesis gas is supplied to~~:~~

~~(i) the exhaust gas aftertreater;~~

~~(ii)~~ the combustion chamber of the engine~~; or to both~~.

2. (Currently Amended) The ~~A~~ process according to claim 1, wherein the first fuel and the second fuel are the same fuel.

3. (Currently Amended) The ~~A~~ process according to claim 1 ~~or 2~~, wherein the first fuel and the second fuel comprise at least 10% (v/v) Fischer-Tropsch derived fuel~~, preferably at least 50% (v/v), more preferably at least 80% (v/v), even more preferably consist of Fischer-Tropsch derived fuel~~.

4. (Currently Amended) The ~~A~~ process according to claim 1, ~~any one of the preceding claims,~~ wherein the Fischer-Tropsch derived fuel is a gasoil.

5. (Currently Amended) The ~~A~~ process according to claim 1, ~~any one of the preceding claims, which is~~ wherein ~~a process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer and a NO_x abatement system as~~

~~exhaust gas aftertreater, wherein the non-recirculated part of the exhaust gas and at least~~ part of the synthesis gas ~~are~~ is supplied to the NO_X abatement system.

6. (Currently Amended) The ~~A~~ process according to claim 5, wherein the NO_X abatement system comprises a NO_X trap comprising a NO_X reducing catalyst and a NO_X sorbent.

7. (Currently Amended) The ~~A~~ process according to claim 6, wherein ~~the non-recirculated~~ a part of the exhaust gas is continuously supplied to the NO_X trap and the synthesis gas is intermittently supplied to the NO_X trap.

8. (Currently Amended) The ~~A~~ process according to claim 6, wherein the NO_X abatement system comprises two NO_X traps and wherein each trap is alternately supplied with ~~the non-recirculated~~ a part of the exhaust gas and the synthesis gas such that one trap is supplied with the exhaust gas and the other trap with the synthesis gas.

9. (Currently Amended) The ~~A~~ process according to claim 5, wherein the NO_X abatement system comprises a NO_X reducing catalyst without a NO_X sorbent and ~~the non-recirculated~~ a part of the exhaust gas and a part of the synthesis gas are simultaneously and continuously supplied to the NO_X reducing catalyst.

Claims 10-11 (Canceled).

12. (Currently Amended) The ~~A~~ process according to claim 1, ~~10,~~ wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 25%, ~~preferably at most 20%~~.

13. (Currently Amended) The ~~A~~ process according to claim ~~10 and~~ 11, wherein the amount of synthesis gas supplied to the combustion chamber and the amount of exhaust gas recirculated

to the combustion chamber is such that the volumetric ratio of 'combined synthesis gas plus exhaust gas' to 'first fuel' supplied to the combustion chamber is at most 25%.

14. (Currently Amended) The ~~A~~ process according to claim 1, ~~any one of the preceding claims,~~ wherein part of the synthesis gas is supplied to a fuel cell to generate electricity~~, preferably a solid oxide fuel cell~~.

15. (Previously Presented) The process according to claim 1, wherein the first fuel and the second fuel comprise at least 50% (v/v) Fischer-Tropsch derived fuel.

16. (Previously Presented) The process according to claim 1, wherein the first fuel and the second fuel comprise at least 80% (v/v) Fischer-Tropsch derived fuel.

17. (Previously Presented) The process according to claim 1, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 20%.

18. (Previously Presented) A process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer and a NO_X abatement system as an exhaust gas aftertreater, wherein:
(a) a mixture of a first fuel and air, wherein the first fuel comprises Fischer-Tropsch derived fuel, is introduced in the combustion chamber of the engine;
(b) exhaust gas is discharged from the engine and partly recirculated to the combustion chamber of the engine;
(c) a second fuel and oxygen and/or steam are supplied to the catalytic partial oxidation reformer to produce synthesis gas, wherein the second fuel comprises Fischer-Tropsch derived fuel; and
(d) the non-recirculated part of the exhaust gas and at least part of the synthesis gas is supplied to the NO_X abatement system and at least part of the synthesis gas is supplied to the combustion chamber of the engine.

19. (Previously Presented) The process according to claim 18, wherein the first fuel and the second fuel are the same fuel.

20. (Previously Presented) The process according to claim 18, wherein the first fuel and the second fuel comprise at least 10% (v/v) Fischer-Tropsch derived fuel.

21. (Previously Presented) The process according to claim 18, wherein the Fischer-Tropsch derived fuel is a gasoil.

22. (Previously Presented) The process according to claim 18, wherein the NO_X abatement system comprises a NO_X trap comprising a NO_X reducing catalyst and a NO_X sorbent.

23. (Previously Presented) The process according to claim 18, wherein a part of the exhaust gas is continuously supplied to the NO_X trap and the synthesis gas is intermittently supplied to the NO_X trap.

24. (Previously Presented) The process according to claim 18, wherein the NO_X abatement system comprises two NO_X traps and wherein each trap is alternately supplied with a part of the exhaust gas and the synthesis gas such that one trap is supplied with the exhaust gas and the other trap with the synthesis gas.

25. (Previously Presented) The process according to claim 18, wherein the NO_X abatement system comprises a NO_X reducing catalyst without a NO_X sorbent and a part of the exhaust gas and the synthesis gas are simultaneously and continuously supplied to the NO_X reducing catalyst.

26. (Previously Presented) The process according to claim 18, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 25%.

27. (Previously Presented) The process according to claim 26, wherein the amount of synthesis gas supplied to the combustion chamber and the amount of exhaust gas recirculated to the combustion chamber is such that the volumetric ratio of 'combined synthesis gas plus exhaust gas' to 'first fuel' supplied to the combustion chamber is at most 25%.

28. (Previously Presented) The process according to claim 18, wherein part of the synthesis gas is supplied to a fuel cell to generate electricity.

29. (Previously Presented) The process according to claim 1, wherein part of the synthesis gas is supplied to a fuel cell to generate electricity.

30. (Previously Presented) The process according to claim 18, wherein the first fuel and the second fuel comprise at least 50% (v/v) Fischer-Tropsch derived fuel.

31. (Previously Presented) The process according to claim 18, wherein the first fuel and the second fuel comprise at least 80% (v/v) Fischer-Tropsch derived fuel.

32. (Previously Presented) The process according to claim 18, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 20%.

33. (Previously Presented) The process according to claim 19, wherein the first fuel and the second fuel comprise at least 50% (v/v) Fischer-Tropsch derived fuel.

34. (Previously Presented) The process according to claim 19, wherein the first fuel and the second fuel comprise at least 80% (v/v) Fischer-Tropsch derived fuel.

35. (Previously Presented) The process according to claim 19, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of 'synthesis gas'-to-'first fuel' supplied to the combustion chamber is at most 20%.